MOBILITY

A NEWSLETTER FROM THE NEW JERSEY DEPARTMENT OF TRANSPORTATION

BRENDAN BYRNE, Governor | SEPTEMBER, 1979 | LOUIS J. GAMBACCINI, Commissioner

DOT PREPARES FOR WORK OF TRANSIT CORP.

The transition of responsibilities and authority from the Commuter Operating Agency to the New Jersey Transit Corporation, created by the passage of the Public Transportation Act of 1979, is well underway.

The measure, signed by Governor Brendan Byrne on July 17, empowers the corporation to acquire private transit carriers when it is in the public interest, operate service directly or through contract with private professional transit managers, or continue to provide operating subsidies.

Commissioner Louis J. Gambaccini said that creation of the corporation reaffirms New Jersey's commitment to improve and expand public transportation—bus and rail—at a time when the need to save fuel is critical.

Passage of the legislation has been attributed to wide support from commuters, counties, strong Administration backing and the tireless efforts of Commissioner Gambaccini and his DOT staff. Senator Francis X. Herbert and Assemblyman Robert Burns, both from Bergen County, sponsored the measure.

The Commissioner said he seeks to activate the new corporation as soon as possible so that the public will be able to take advantage of

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MORE RT. 195

With the opening on August 16 of a 9-mile section of Interstate 195 in Ocean and Monmouth Counties, motorists now can make an uninterrupted trip between the Trenton area and Route 9.

The highway eventually will connect Interstate Route 295 near Trenton with Routes 34 and 38 in Monmouth County, a distance of 34.5 miles.

Key Part of 4-Year Plan

Bond Issue On Ballot

A proposed $475 million bond issue to fund critically needed public transportation and state and local road improvements will be on the ballot November 6.

Entitled "The New Jersey Transportation Rehabilitation and Improvement Act," it will provide $150 million for public transportation, $80 million for state aid to county and municipal roads, and $245 million for state highways.

Recommended by the State Commission on Capital Budgeting and Planning, the bond proposal has been endorsed by organizations representing a wide diversity of interests throughout the state.

In signing the legislation placing the bond proposal on the ballot, Governor Brendan Byrne pointed out that "Better roads and improved mass transit systems save fuel. Cars get better gas mileage on smooth, well-maintained roads that have minimal congestion at intersections and circles, and people are more inclined to use buses and trains to conserve even more fuel if those mass transit systems are modern,

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BUSES, TRAINS HELP SWELL SHORE CROWDS

Special trains and buses to the Jersey shore were at the top of the summer agenda in the Department's efforts to encourage the use of public transit.

"Our goal was simple," said Nicholas E. Bade, Director of Ridership Development, "to get people out of their cars and introduce them to the convenience and gas savings of travel by public transportation."

Beach resorts from Monmouth County to Cape May benefitted from the additional train and bus services originating at many inland points

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Three weeks after he signed legislation creating the New Jersey Transit Corporation, Governor Byrne on August 6 sat again with Commissioner Gambaccini to sign the second major legislation affecting transportation, a measure placing the proposed $475 million bond issue on the ballot.

BOND ISSUE

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clean and efficiently run."

The bond issue is a critical part of the Department of Transportation's four-year capital improvement plan, which focuses on preserving and upgrading existing transportation systems. Its objectives are to:

- Conserve energy and reduce pollution
- Increase bus and rail ridership
- Generate funds to match available federal funds
- Relieve congested intersections and circles
- Reduce a $150 million resurfacing backlog
- Reduce a $500 million bridge reconstruction backlog

Other Funding

A key element of the capital program is Transpac, a $600 million package of public transportation improvements funded by the Port Authority of New York and New Jersey and the federal government.

The bond monies, combined with federal and Port Authority funds and some state appropriations will generate a four-year, $2.1 billion program. Without the bond issue, the program would be cut in half.

The range of improvements in the first four years includes:

- Reelectrification and upgrading of commuter rail lines
- New railroad coaches and locomotives
- Bus and rail stations restoration
- 1,000 new buses and 5,000 bus shelters
- Resurfacing and reconstruction of roads and bridges
- Traffic signals and highway safety improvements
- Bus and rail telephone information system
- Transportation center for Camden and PATCO improvements
- Newark subway modernization

Transportation's Commissioner Louis J. Gambaccini noted that "The projects planned for the first four years will not be sufficient to solve all of New Jersey's transportation problems but they will be a major first step in a continuing effort to catch up with the needs."

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COUNTIES GET MARKETING GRANTS

Public transportation maps, ride guides and schedules are among the information and promotion materials being prepared by 16 counties and local agencies with grants from the New Jersey Department of Transportation.

The grant program was developed by the Department with $341,192 in state funds which had been set aside for a transit marketing study. The money instead has been distributed to every county or agency which applied for a grant.

"These local programs, along with Statewide marketing efforts," said Transportation Commissioner Louis J. Gambaccini, "are particularly important as the energy crisis continues and people begin to consider alternatives to the automobile."

Counties awarded grants are: Atlantic $30,000, Bergen $30,000, Camden $33,317, Cape May $9,500, Gloucester $15,000, Mercer $30,000, Middlesex $30,000, Monmouth $11,875, Morris $25,000, Ocean $12,000, Passaic $37,000, Salem $9,500, Somerset $5,000.

In Hudson County, Jersey City received a $21,000 grant. The Newark Chamber of Commerce will receive $30,000 on behalf of Essex County and the City of Newark. Warren County received $12,000 for a special transportation service for the elderly and handicapped.

A major goal of the DOT program is to make transit services simpler and easier to use. As the program proceeds, public transportation services will be identified by clear, simple graphics. Signs, timetables, bus paint schemes and bus stop signs will be standardized to reduce the complexity of the present system.

New Jersey has one of the most complicated and extensive public transportation systems in the country. For persons not familiar with service in their area, it can be difficult to identify that service and find out where and when it operates. Through ride guides and maps, the Department is beginning to streamline the whole process. Ultimately, information for all bus and rail service in the state will be as near as the phone—with just one call to a toll-free number.

The Department's system will be patterned after similar systems in other areas which have encouraged many people to give transit a try—people who had never used public transportation before. And as more people ride on public transit, the better the service can become.

The 33,077 miles of streets, roads and highways in New Jersey include 23,173 miles of municipal streets, 6,803 miles of county roads, 2,217 miles of state highways, 490 miles of state forest, parks and institutional roads, 381 miles of toll roads and 13 miles of roads in national parks.

NJDOT FACTS FILE

AVIATION ACTIVITIES IN NEW JERSEY

LICENSED AIR FACILITIES—Total 531

PUBLIC USE AIRPORTS

Publicly owned	14
Privately owned	65
Official use	3
TOTAL	82

HELIPORTS/HELISTOPS

Public use	12
Private use	361
Official use	15
TOTAL	388

PRIVATE AIRPORTS—used only by the licensee—61

VALUE OF N.J. BASED AIRCRAFT
Excluding Military or Air Carriers (millions)

Turbine Powered	$250
Piston Powered	69
TOTAL	$319

PILOTS RESIDING IN N.J.

Private License	7,000
Commercial License	4,200
Student License	4,500
Air Transport Rating	1,700
TOTAL	17,400

AVIATION DOLLARS SPENT IN N.J.
(millions)

Military	$207.0
Turbine Aircraft	66.9
Piston Aircraft	25.5
Crew Compensation	14.1
NAFEC	57.4
Newark Airport	131.0
TOTAL	$501.9

The economic stimulation value of $502 million spent for aviation in New Jersey, in terms of employment, services, and goods, is estimated at approximately $1.5 billion annually.

Source: Division of Aeronautics — September, 1979

RECYCLED ASPHALT SAVES OIL, MONEY

Asphalt that once was the surface of Route 1 in Middlesex County now covers a portion of Route 130 as the result of an experimental recycling project that saved the state $84,000.

Department researchers found that a mixture of old asphalt and stone from Route 1 and new asphalt was so good it could be used to resurface 1,200 feet of Route 130's main roadway.

The federally funded experiment is the first step in a cost and energy saving effort that someday may see whole road surfaces taken up, reprocessed and replaced, with considerably less use of asphalt, an oil by-product.

TRANSIT CORP.

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improved services, fare structures and marketing in six months.

An overview of some of the steps which will lead to the final relationship between DOT and the new corporation are, briefly, as follows:

Negotiations with Transport of New Jersey, with state's largest subsidized carrier and the first to be considered for acquisition by the state, were begun soon after the bill was signed.

Appointments to the corporation's seven-member Board of Directors are expected to be made by Governor Byrne and approved by the State Senate in early fall. There are four public members in addition to the State Treasurer and one other administration member also to be named by the Governor. The DOT commissioner acts as chairman of the Board.

Once the Board has selected an executive director and a senior management staff has been named to the new corporation, its organizational chart, management systems and fiscal procedures can be honed.

Meanwhile, a task force of personnel from the Department's Public Transportation Services has begun to work out the structural details of the corporation and how it will relate to DOT. They are guided by policies set by a steering committee made up of DOT commissioners and directors, headed by Deputy Commissioner John Jamieson.

One of the first chores before the task force is to set up the procedures and by-laws under which the Board of Directors of the corporation will function. The task force will also gather information on DOT and TNJ staff, equipment, services, budget, and programs to brief the new board.

While this is taking place, an interim management must be empowered to purchase and budget so that ongoing work can continue smoothly.

TSM=FAST RESULTS AT LOW COST

Transportation Systems Management (TSM) is a technique used increasingly by the Department of Tranportation. Focusing on the rehabilitation of existing facilities, TSM projects are low-cost highway or public transportation improvements providing a high yield in improved safety and traffic flow. The projects described here typify TSM in action.

ADDED LANE FOR BUSES

Bus commuters using Route 9 in Middlesex County will enjoy a smoother ride this fall with the resurfacing of a mile-long exclusive bus lane at Ernston Road.

The northbound shoulder was signed and striped just for buses last spring to help speed 4,000 morning commuters around a chronic traffic bottleneck at the intersection. Since then, congestion has been reduced with a savings of 10 to 20 minutes in travel time.

Department maintenance forces will do the resurfacing during off-peak hours.

Plans for a $2.5 million project to widen Route 9 from two to three lanes between Route 34 and the Garden State Parkway are nearing completion. Target date for this project is the summer of 1980.

NEW GUIDES FOR SAFETY

A $1.8 million rehabilitation project on Routes 4 and 17 in Paramus, Bergen County, began last month. Regarded as the most accident-prone section of highway, the intersection daily handles more than 180,000 vehicles.

Construction will begin with the widening of Route 4 and extend to the widening of Route 17. New guide rails, overhead and ground level signs, and a center median barrier to channelize traffic are also planned. These improvements are expected to reduce traffic congestion by 25 percent.

This project, the first phase of a long-range improvement plan, is to be completed early in 1980. To minimize distruption, construction will be limited during peak traffic periods and work will be halted during the Christmas shopping season because of nearby malls.

SHORE SERVICE

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throughout the state as well as at Allentown, Pa., and New York City.

Weekend half fare "seat sales" were offered on trains from Newark and New York City to Bay Head through Labor Day weekend and free buses were available to other resorts as far as Island Beach State Park. Shore train ridership jumped substantially during the sale.

Express buses carried beachgoers from the High Speed Line's station at Lindenwold to Atlantic City and Cape May. Other bus runs were added on an "as needed" basis to meet increased service demands.

In addition to the seashore services, trains were provided for special events such as the New York Harbor Festival, and the annual "Pony Express" operated to Monmouth Park Race Track.

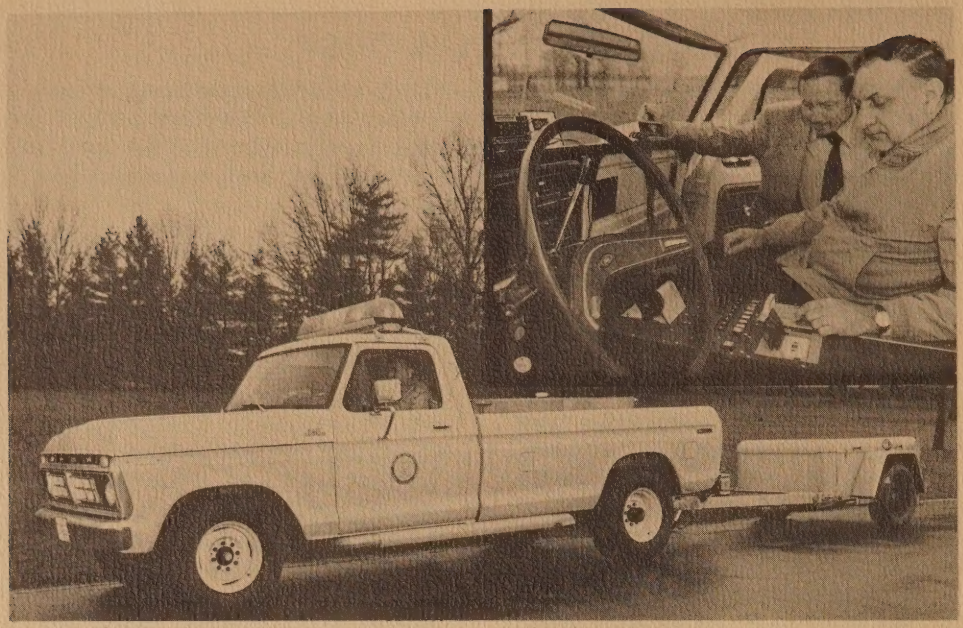
AIR COMMITTEE NAMED

A seven-member committee representing New Jersey's aviation community has been appointed by Commissioner Louis J. Gambaccini to assist the Department in the formulation of aviation and air transportation policy.

He said the Aviation Advisory Committee also will be useful in establishing a dialogue and providing a platform for the exchange of ideas on transportation matters.

Its members are: Edward Moore, president, EDO Aire, Fairfield; Donald Young, president, Southern Jersey Airways, Atlantic City; Louis Finch, manager, Millville Airport, Millville; Thomas Coyle, manager/owner, Red Lion Airport, Marlton; Ms. Peggy Nauman, president, Liberty Aviation, Essex County Airport, Caldwell; Anthony Penizotto, director, RCA Corporate Aviation, Mercer County Airport; Edward Eget, manager, Trenton-Robbinsville Airport, Robbinsville.

The State of New Jersey owns 932 railroad passenger cars and 86 locomotives of various types.



New skid test vehicle has trailer with measuring devices. In inset, Andris Jumikis, left, project engineer, inspects electronic recorder with Joe Salyga, engineering aide.

COMPUTER AIDS IN SKID TEST SURVEY

That bane of wet highways—skidding—is gradually being erased with the help of computers. A new highly sophisticated electronic skid meter to measure the resistance of wet pavement is being placed in service to pinpoint potentially hazardous locations on New Jersey roads.

The new unit, designed and built at the Stevens Institute of Technology in Hoboken, automatically records data from skid tests on magnetic tape, then feeds it directly into Department computers.

Skid tests are made with a special tire attached to a trailer towed by a truck equipped with measuring devices, explained Jarrett Hunt, Assistant Chief Engineer, Transportation Operations & Local Aid. The roadway in front of the tire is sprayed with water and the brakes on the test wheel are locked. The force needed to pull the tire through the wet area is measured. "By analyzing the results," Hunt explained, "we can identify potentially hazardous sections of highways that need upgrading."

Accidents Reduced

Highway resurfacing as a result of these tests has helped reduce accidents by nearly 50 percent at some locations.

The Department began experiments with skid testing in 1968 and in 1974 launched an annual testing program for all state highways which qualifies the Department to receive 90 percent of the cost of the resurfacing from Federal Highway Safety funds.

The Department has tested the full length of the Garden State Parkway for the New Jersey Highway Authority and has performed tests for several county road departments.

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WORK SET FOR NEWARK STATION

The 40,000 commuters who use Newark's Pennsylvania Station will see work begin on the installation of new escalators this fall.

The project will be the first major step in a $14 million restoration program that began last winter with a half million dollar painting job. Plans also are underway for a major interior and exterior face lift, new lighting and sign boards.

The escalators are under contract for installation within nine months and the entire rehabilitation is expected to take up to three years.

In a unique cost sharing agreement—developed at the urging of Governor Brendan Byrne—the Federal Railroad Administration (FRA) is providing $1.1 million and the Port Authority of New York and New Jersey is supplying $450,000 for the escalators.

In 1891, New Jersey became the first state to grant funds for road construction.

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REDUCED FARE PROGRAM EXPANDS

Nearly half a million New Jerseyans now are participating in the Department's Reduced Fare Program for elderly and handicapped persons.

Started six years ago this month, the program offers lower bus and rail fares during off-peak hours, and recently was expanded to provide bus transfers at less than half price.

Persons 62 years or older may enroll in the program at their local bank or savings and loan. Handicapped persons under 62 may write for an application to the Department's Office of Special Programs, P.O. Box 101, Trenton, N.J. 08625, telephone 609-292-3450.